









## "THE REAL KAISER."

A Frenchman's Tribute.

Mr Felix Borchardt, the distinguished artist who lately had Emperor William for a model, tells, in an interview printed in the *Figaro*, of the talks he had with the Kaiser during the sitting. The interview, in part, follows:

"Does the Emperor pose well?"  
"Wonderfully, wonderfully well. He has angelic patience; a professional model could hardly have done better. I have had him standing before me two hours and a half at a stretch. Once when I was making my excuses to the Empress, saying that I had a bad reputation for tiring out my models in the open air, so that they sometimes dropped from exhaustion, she said: 'Ah, we can not promise you so much as that!'"

"From time to time he got out of pose and fired questions at me."

"When this happened, I would bring my hands in supplication, and again he would become motionless."

"What did you talk about during the sittings—the theatre, art, literature, diplomacy or politics?"

"Politics he handled! We left politics to the chancelleries. Nevertheless, I can assure you that twenty times at least the Emperor expressed his profound regard for the French people and his desire for perfect peace with them. 'M. Louvet,' he kept repeating, 'is such a splendid fellow.'"

"Had he the careworn brow of a Charles V., or a damaged one on which weigh the problems of Europe?"

"Oh, not at all! Instead, he was a span of the world, simple and light, hearty, gay and smiling. It was his reticence and not the Kaiser who had an expression air of gravity, who assumed an absurd dignity, and it was the lackey in particular whose frown seemed to say, 'Monroco.' The Emperor adores the French theatre—Régno, Sarah, and especially Coquelin, whom he regards as an old friend. He has an immense relish for Parisian life, with its bustle and jollity."

"Who were present at these sittings?"

"The Empress, sometimes, and occasionally an aide-de-camp would come to read a report or a cutting from a newspaper. I shall never forget how when I had expressed a regret that his majesty wore such a brilliant and ostentatious new uniform, he murmured, 'Alas, I haven't any old clothes.'"

"I made him observe that he was the Kaiser Emperor to pose in the open air. The Kaiser drolly assumed a look of severity, as if the importance of such a rôle impressed him immensely."

"Once, as the sitting was coming to an end, I naively permitted myself to let him see that I thought of myself rather highly. 'Oh, oh, Mr Borchardt,' he cried, 'don't be too proud! It is we and not you who ought to play the critic.'"

"Don't you begin to see by the things I have just told you that the Kaiser is a jolly fellow, wide-awake, gay, cordial and clever—by no means the haughty bully that legend would make him?"

"I don't want to be taken for a Frenchman. Frenchman (Frenchman-ater)," he said."

"BILIOUSNESS FOR 20 YEARS!"

BILE BEANS CURE A FARMER'S WIFE.

It is by testimony like that given below that Bile Beans have gained such world wide fame as the great modern medicine. Biliousness is an incurable, and which defied all manner of drugs and pills, unobtainable when opposed by Bile Beans. The subject of the cure is Mrs Davidson, wife of a farmer living at Donhead Farm, near Dundee, Scotland. She says:—"For twenty years I suffered from biliousness. Night after night I had to sit up in bed racked with pain. My head often felt like splitting, and the pains across my back, shoulders, and stomach, were almost unbearable. I held cold, damp cloths to my head to ease the pain, and tried to bring up the bile from my stomach by making myself sick, but it was all to no purpose. Day and night I suffered alike. I would be going about doing my work, milking the cows, and doing other farm work, when suddenly a mild would rise before my eyes and almost blind me, and often when I crossed the field I would turn dizzy and so faint with pain that I have had to walk about almost doubled in two. A doctor told me that the biliousness was of too long standing to be cured. I tried patent medicines, but they were no good. Then one of my sons heard of Bile Beans. I tried a bottle and after a few doses I got a night's undisturbed sleep—the first for twenty years! As I took the Beans I got better and better, and I am glad to say I am now quite cured. I have no pain whatever, and am in better condition than I have been for twenty years. Life has again become pleasant to me, and I cannot speak too highly of them."

"Bile Beans are an absolute specific for indigestion, biliousness, liver and kidney disorders, pains in the side, leish, and back, constipation, piles, dizziness, sleeplessness, nervousness, anemia, and all female ailments. They are obtainable from all chemists and medicine vendors. Price 75 cents (Mex.) per bottle."

"THE REVENUE OF CHINA."

A SERIES OF ARTICLES, Reprinted from 'The China Mail,' WITH AN APPENDIX.

To be had at the OFFICE of THE PAPER, Messrs. KIM & WATSON, Ltd., And Messrs. W. BARBER & CO. Price, 50 Cents.

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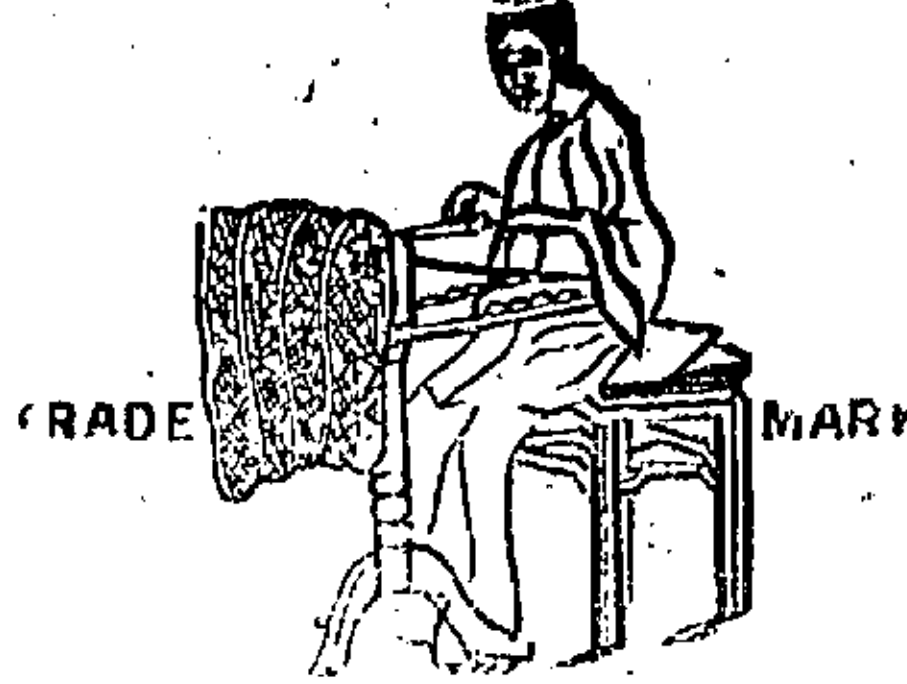
SILK LACE MANUFACTURERS,

EMBROIDERIES, and GRASS-CLOTH DRAWN WORK.

EMBROIDERED SILK and GRASS-CLOTH DRESS and BLOUSE PATTERNS.

INSPECTION

INVITED.



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Hongkong, December 1, 1905.

## MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

## CHAMPAGNE.

VEUVE CLICQUOT PONSARDIN

RHEIMS.

Maison fondée en 1783. WERLE et Cie, Succrs.

PURVEYOR TO HIS MAJESTY KING

EDWARD

AND TO

HIS ROYAL HIGHNESS

THE PRINCE OF WALES.

CHINA EXPORT-IMPORT &amp; BANK-CIE,

SOLE AGENTS FOR CHINA AND HONGKONG.

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BOAT BUILDERS, BLACK SMITH &amp; CARPENTERS

All kinds of Timber for Sale.

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HONGKONG.

C. CHUNG HEE, Manager.

592

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GENERAL CONTRACTORS,

CARPENTERS, PAINTERS, MAKERS

OF HIGH-CLASS FURNITURE.

HAVE started a LOCAL CARRIER

AND MESSENGER SERVICE.

Removers of Furniture, Delivery and

Carriage of Goods; also, Undertakes to

Ship or Discharge Cargo on Board.

Our Prices are most reasonable, and

and receive prompt attention. All

Orders are neatly executed, guaranteed,

and receive prompt attention. All

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## KWONG FOK CHEONG

SHIPS CARPENTER,

BOAT AND LAUNCH BUILDER.

ENGINEERS AND BOILER MAKERS.

HAS EVERY KIND OF TIMBER FOR SALE.

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For Preparing

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tended to. 1st Class Testimonials. Com-

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CONTRACTOR AND HOUSEBUILDER,

No. 33, D'AGUILAR STREET.

CONTRACTOR to the P.W.D. from

1901 to 1902, and Admiralty, &amp;c., &amp;c.

We keep a large stock of Building Ma-

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## TUNG LEE,

(Late A. TAY.)

SHIPBUILDER, BOATBUILDER

AND

SHIPS CARPENTER.

BLACK SMITH AND CARPENTER.

Office at 347, DES VŒUX ROAD WEST,

Workshop at YAU MATI.

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## KANG ON &amp; Co.

BUILDERS AND CONTRACTORS,

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CONTRACTORS to H.B.M.'s Govern-

ment, Admiralty and War Department,

&amp;c., &amp;c. We keep always on hand the

largest supply of Building Materials at

Cheapest Prices. We Daily Competition.

612

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SHIP AND HOUSE PAINTER,

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No. 44, DES VŒUX ROAD CENTRAL.

633

## Lam Woo &amp; Co.

(FORMERLY LAM WOO &amp; CO.)

No. 12, LEE YUEN STREET (WEST),

CONTRACTORS AND HOUSEBUILDERS.

CONTRACTORS to H.B.M.'s Govern-

ment and War Department. We

have always in Stock a large Supply

of Building Materials. All communications

please address to Mr. Lam Woo.

460

## WING ON,

CONTRACTOR AND HOUSEBUILDER,

No. 34, D'AGUILAR STREET.

CONTRACTOR to H.B.M.'s Govern-

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alty, &amp;c., &amp;c. We keep always in stock

a large supply of Building Materials at

very reasonable Prices.

614

## K. Shiu Tai &amp; Co

HONGKONG &amp; WANCHAI.

HEAD OFFICE—117-119, DES VŒUX ROAD,

HONGKONG.

NAVY CONTRACTORS, GENERAL

STOREKEEPERS AND BAKERS.

Wholesale and Retail in Provisions and

Tinned Goods, &amp;c., &amp;c.

K. SHIU TAI, General Manager.

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## For Sale.

FOR SALE.

LADY'S FREE WHEEL BICYCLE

'Boker'—Up-to-date.

Apply

FAIRLEY,

BONHAM ROAD.

## Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by Public Auction,

WEDNESDAY and THURSDAY,

the 7th and 8th February, 1906, com-

mencing each day at 2.30 P.M. sharp, at

'St Andrews', BAKER ROAD, The

Peak.

The WHOLE OF THE

VALUABLE HOUSEHOLD

FURNITURE,

THEMSELS CONTAINED,

Comprising—

MAPLES and MAHOGANY MANU-

FACTURES, BRONZE PIANO, BEDS, CURTAINS,

CUTLERY, ELECTRO-PLATE, Small Quantity

of HOUSE and TABLE LINEN, CARPETS, 2

Mosquito House FRAMES, GAS FITTINGS,

CHAIRS, JINERCHAS, CAMERA COMPLETE,

One TELESCOPE of STAND, GARDEN HOSE

and ROLLER, GARDEN SEAT, CRICKET and

BOWLS (new), POWERS, and a Large Assort-

ment of PALMS, FERNS, ORCHIDS, and other

PLANTS.

The downstairs Furniture and part of the

Plants will be sold on Wednesday and the

Bedroom Furniture and remainder of the

Plants on Thursday.

On View—Monday and Tuesday, the 6th

and 7th February.

Catalogues will be issued.

Terms—As usual.

For further particulars, apply to

HUGHES &amp; HOUGH,

Auctioneers.

156

## PUBLIC AUCTION.

THE Undersigned have received instructions

to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

FRIDAY,

the 9th February, 1906, at 2.30 P.M., at

their SALES ROOMS, No. 8, DES VŒUX

ROAD, Corner of Ice House Street,—

A FINE COLLECTION OF

OLD PEKIN CURIOS,

Comprising—

VASES, WALL PLATES, IVORY BURNERS,

Old BRONZE, STICK EMBROIDERIES, TEA

CUPS, SNUFF BOTTLES, PALACE and TEMPLE

HANGINGS, KAKEMONOS, &amp;c., &amp;c., &amp;c.

Catalogues will be issued.

Terms—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

233

## FOR CANTON.

THE new and fast Twin-Screw Steamer

SAN CHEUNG,

561 Tons, Captain J. McINTYRE, will leave

for Canton, at 9 P.M. on SUNDAYS,

TUESDAYS and THURSDAYS and return

to Hongkong on the following days leaving

Canton at 5 P.M. Excellent accommodation,

Electric Light, and perfect cuisine. Wharf

at Hongkong near Harbour Office.

First-class Fare \$3 each way. Second-

class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

OHONG ON STEAMBOAT CO., LD.,

No. 138, CONNAUGHT ROAD CENTRAL.

700

## STEAM TO CANTON.

THE new Twin Screw Steamer

KWONG CHEUNG,

1,309 tons, Captain T. R. MEAD,

KWONG TUNG,

1,238 tons, Captain H. W. WALKER,

Leave Hongkong for CANTON at Every

Evening (Saturday excepted).

Leave CANTON for HONGKONG about

5.30 o'clock Every Evening (Sunday

excepted).

These fine new Steamers have unex-

celled accommodation for First Class

Passengers and are lit throughout by

Electricity. Electric Fans in First-class

Cabins.

Passage Fare—Single Journey, \$4.00.

Meals, \$1.00 each.

The Company's Wharf is a short distance

West of the Harbour Master's Office.

SHU ON S.S. CO., LTD.,

AND

YUEN ON S.S. CO., LTD.,

No. 8, QUEEN'S ROAD WEST.

612

## HONGKONG-MACAO LINE.

S. S. WING CHAI,

CAPTAIN T. AUSTIN, R.N.R.&lt;/



# DRINK - - -

## THE ONLY GENUINE

### 'TANSAN'

WHICH BEARS THE NAME OF

J. CLIFFORD-WILKINSON.

BEWARE OF SPURIOUS  
IMITATIONSwhich are unpalatable and sometimes  
dangerous.

Per Case of 48 Pints.....	\$6.50
Per Dozen Pints.....	\$1.70
Per Case of 1-0 Splits.....	\$3.00
Per Dozen Splits.....	\$1.10

# TANSAN

## GINGER ALE.

Experts Testify That

TANSAN SHARES THE MOST  
WHOLESALE AND  
PALATABLE

# GINGER ALE

## IN THE WORLD.

PER CASE 48 PINTS.....	\$7.75
PER DOZEN PINTS.....	1.95
PER CASE 5 1/2 SPLIT.....	5.25
PER DOZEN SPLIT.....	1.30

SAMPLES ON APPLICATION.

SOLE AGENTS:

H. PRICE &amp; CO.,

Wine and Spirit Merchants,  
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ALEXANDRA

BUILDINGS.

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# Dress

# Making.

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# Fashionable

# Millinery.

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CHARGES.

ALL LD.,

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# THE SAVOY,

## LIMITED.

LADIES'

DRAPERY.

GENTS'

OUTFITTING.

Canton Embroidery,  
Swatow Drawnwork,  
Hardware.

CIGARS

and

TOBACCOS.

PROVISIONS.

An inspection of our fine  
new premises and  
well-assorted stocks  
solicited.

5 % off for cash.

THE SAVOY, Ltd.

213

# TO SMOKERS.

IT is a well-known fact, admitted by the  
EGYPTIAN CIGARETTE MANU-  
FACTURERS themselves, that Cigarettes  
imported from Egypt are made from  
TURKISH TOBACCO, which is subject  
to a heavy Import Duty in Egypt. Hong-  
kong being a Free Port tobacco can be  
imported free of duty.

Two Good Reasons why it is advan-  
tageous to Smoke  
my Cigarettes.

- 1.- Cheapness of my Cigarettes compared  
to imported cigarettes, owing to tobacco  
being admitted duty-free into Hongkong,  
and that you are buying direct from the  
Manufacturer, doing away with middlemen's  
profits.
- 2.- Freshness of my Cigarettes, as they  
are made daily for each day's consumption,  
which makes it impossible to have an old  
stock of Cigarettes, as is very likely with  
imported Cigarettes.

The following is a list of my Cigarettes  
made from the Best Turkish Tobacco at  
from 40% to 60% cheaper than imported  
cigarettes of equal quality.

NAME	SIZE	PACKED IN BOXES OF	PRICE PER 100
Great Britain.....	largest	50	\$4.50
Venus.....	large	50 & 100	3.00
Hong Kong Club.....	large	50 & 100	3.00
Admiral.....	medium	100	2.20
Princess.....	small	100	2.00
Flor de Oriente.....	small	100	2.00
Military (old tipped).....	medium	100	2.00
Germania.....	medium	100	1.80
Paris.....	small	100	1.50
The Peak Tram way.....	medium	100	1.50
Emperor of China (gold tipped).....	medium	100	1.20
Italiano.....	medium	100	1.00

We also make cheap cigarettes of second-  
grade Turkish Tobacco at \$8.00 per 1000.  
Minimum Quantity sold—1,000.  
To Messrs. Clubs, Hotels and all large  
Buyers, Special Terms are allowed.

T. E. P. SPYROPULOS,

9, Beaconsfield Arcade,

(OPPOSITE THEATRE ROYAL)

# THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS at 6 a.m.

PRIME Australian Beef, Mutton, Lamb,  
Pork, Dairy Farm Fed-Pork & Veal  
Bacon, Best English.....75 cts. per lb  
Bacon, Best Australian.....70 cts. per lb  
Capons, Dairy Farm Fed, Dressed \$1.05 each  
Chickens.....do.....75 cts. each  
Chickens & Livers.....4 cts. each  
Chickens & Gizzards.....4 cts. each  
Ducks, Local (dressed).....65 cts. each  
Ducks, Wild.....75 cts. each  
Australian Smoked Muller.....50 cts. per lb  
do do Schnapper.....50 cts. each  
Geese, Local (dressed).....\$1.60 each  
Hares, Australian, large size, \$2.50 per lb  
Ham, Best York.....70 cts. per lb  
Ham, Australian, 'Pineapple' 65 cts. per lb  
Halibut, Fresh Canadian.....40 cts. each  
Honey, Best Australian.....60 cts. per lb jar  
Kilneys Australian Sheep.....5 cts. each  
Lard, Australian, large size, \$2.50 per lb  
bottles.....5 cts. each  
Partridges, Local.....75 cts. each  
Pigeons, Local.....25 cts. each  
Pigeons, Wild, Dressed.....20 cts. each  
Rabbits, Australian 1st Grade, 65 cts. each  
Rice Birds.....\$1.00, per doz.  
Sausages, Australian Fritz.....60 cts. per lb  
Sausages, Own Make (of Aus-  
tralian Meats).....25 cts. per lb  
Salmon, Fresh Canadian.....40 cts. each  
Tongues, Australian Sheep.....20 cts. each  
Turkeys, Australian (plucked) 70 cts. per lb  
SPECIAL NOTE.  
Orders required to be filled in the Early  
Morning should be sent in before 3.30 p.m.  
the previous day.  
Orders for Noon should be sent in by  
8.00 a.m. the same day.  
Orders for 3.30 a.m. should be sent in by  
Noon the same day.  
1978



# A. S. WATSON & Co., Ltd.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT  
TO HIS EXCELLENCY THE  
GOVERNOR.

# THE HONGKONG DISPENSARY.

IMPORTANT NOTICE.

IN ADDITION TO THE

5 PER CENT DISCOUNT  
ALREADY ADVERTISED

# FURTHER REDUCTIONS

Have been made from THIS  
DATE IN THE PRICES  
of many of the following:—

PATENT MEDICINES,

INFANTS' FOODS,

SOAPS,

PERFUMES.

WE MAINTAIN THE LARGEST

AND MOST COMPLETE STOCKS OF

these GOODS in the Colony, and our Stocks

being frequently turned over, ensures all

Goods being FRESH and in the BEST

CONDITION.

CHEMISTS, DRUGGISTS,

PERFUMERS,

ETC., ETC., ETC.

A. S. WATSON &amp; CO.,

LIMITED.

ALEXANDRA BUILDINGS

# NOTES.

Bartow. On January 23, at Shanghai,

the wife of B. J. Bartow, of a Son.

BUTLAND. On January 27, at Shanghai,

the wife of G. BUTLAND, of a Son.

COCHRANE. On January 28, at 33, Rue

Longking, Shanghai, the wife of J.

COCHRANE, of a Daughter.

CRITCHTON. On January 4, at 43,

Markham Road, Shanghai, the wife of

Percy CRITCHTON, of a Daughter.

MARRIAGE.

SIEMSEN BENZEMAN. On January 21,

Hankow, at the Church of St. Alexander

of Nova (Russian), in the presence of Mr.

Wm. Martin, U. S. Consul-General, C. M.

BENZEMAN, of Messrs. Livinoff &amp; Co.,

Hankow, to ELIZABETH TAMA SIEMSEN, the

second daughter of Mr. F. H. Siemsen,

I. M. Customs, Chinkiang. No cards.

DEATHS.

DAVIS. On January 27, at No. 29,

North Szechuen Road, Shanghai, D.

DAVIS, I. M. Customs, aged 59 years.

O'SHAUGHNESSY. On January 23rd, at

Upper Newwood, Major-General WILLIAM

COCKE O'SHAUGHNESSY, aged 74 years.

(By telegram).

HAIKOFF. On January 28, at Shanghai,

Miss DORA HAIKOFF, aged 22 years.

PALMER. On January 21, Meo, the

beloved wife of C. H. PALMER, I. M.

Customs, Nagasaki Anchorage.

MEMOS FOR TOMORROW.

Auction.

2.30 p.m.—Auction of Household Furni-

ture, at Barker Road, the Peak.

General Memoranda.

THURSDAY, February 8.—

Goods per Nippon not cleared at 4 p.m.

on this date subject to rent.

FRIDAY, February 9.—

2.30 p.m.—Auction of Old Pekin Curios,

do, Messrs. Hughes &amp; Hough's

Sales Rooms.

SATURDAY, February 10.—

Noon—Meeting of Humphreys' Estate &amp;

Finance Co., Ltd., at Co.'s Registered

Office.

Register of Shares of the Hongkong and

Shanghai Banking Corporation from

this date to 24th February inclusive.

Goods per Yeddo undelivered after this

date subject to rent.

MONDAY, February 12.—

Transfer Books of Hongkong and Whan-

gao Dock Co., Ltd., close from this

date to 20th February inclusive.

Goods per Tzeong undelivered after

this date at Noon will be subject to

rent and landing charges.

TUESDAY, February 13.—

Goods per Glenlochy not cleared on this

date subject to rent.

THURSDAY, February 15.—

11 a.m.—Meeting of Hongkong, Canton

&amp; Macao Steamboat Co., Ltd., at Co.'s

Office.

9 p.m.—Performance by Hongkong

Amateur Dramatic Club in City Hall.

FRIDAY, February 16.—

Noon—Meeting of China Traders' Insur-

ance Co., Ltd., at Co.'s Registered

Office.

TUESDAY, February 20.—

Transfer Books of Green Island Cement

Co., Ltd., close from this date to 24th

February inclusive.

The China Mail.

HONGKONG, TUESDAY, FEBRUARY 6, 1906.

THE UNIONIST PARTY.

The hardly unexpected is reported in

our cables today to have happened.

An English newspaper of good standing

reports that Mr. Balfour and Mr. Cham-

berlain have arrived at the parting of

the ways. Assuming that this is true

and that the Unionist party has now

split, the political situation becomes

doubly interesting. The general

election was undoubtedly fought on the

fiscal issue and the unequivocal response

of the electorates was that they would

not have Protection in any shape or

form. Students of the speeches of each

of the Unionist leaders would come to

the conclusion that Mr. Chamberlain is

a Protectionist by conviction and that

Mr. Balfour has been classed as a

Protectionist by complaisance. The

situation of the late Prime Minister

was most embarrassing. If he had dis-

associated himself from Mr. Chamberlain

before the election, he would have been

accused of creating the split in the

party and increasing the already good

prospects of success which the Liberal

Party possessed. There was no way

out of the impossible position in which

his hesitation to make a definite stand

when Mr. Chamberlain first broke away

had placed him. It did what seemed to

him best in fighting the election should

be to shoulder with an ally with whose

purposes he was not fully in accord.

The inevitable happened. All the forces

of genuine distrust and conscientious

disapproval assisted by the grossest

misrepresentation and unprincipled

prejudice were arrayed against him

because of his tolerance of Mr. Cham-

berlain. Great as was the Liberal majority

the result would have been markedly

different had the issue been clear cut

between Imperialists and Little Eng-

landers. But the mistake was made

and the result has shown that the coun-

try is not ripe even for the minor fiscal

changes which a great number of whole-

hearted Free-traders might have made

with advantage. It would appear

that Mr. Balfour has recognized this and

has decided to endeavor to re-form the

# LOCAL AND COAST NEWS.

It is proposed to build a great modern

theatre at Tokio, to cost about ¥2,000,000.

The Japanese authorities in Corea are

deporting Japanese undesirable.

The Government analyst's report on

the Colony's water shows the fluid to be of

excellent quality.

Saghalien is completely cut off owing

to the ice-breaker having been disabled

through striking a rock.

The amalgamation of the Japanese Fire

Insurance Companies is proposed, in view

of the present cut throat competition.

During the week ended February 3

the Sanitary Board's officers caught a total

of 527 rats, of which only a percentage of

4.03 were plague infected.

The limewashing returns for the fort-

night ending January 30 show that 3313

houses were limewashed in the Western

district, 351 in the Eastern division, and

ten in the Central district.

The Kawasaki Dockyard has orders

on hand for thirty-one various vessels. It

will largely extend its works, raise its cap-

ital from ¥4,000,000 to ¥10,000,000, and

borrow ¥10,000,000 abroad by debentures.

The three men charged with the

murder of Chan Beng Chan, the Opium

Farmer's late representative in the New

Territory, were brought before the Court,

at the Magistracy this morning, and re-

manded until Friday.

Wanted.

The Peking Government has wired to

all Viceroy and Governors to arrest Kuo

Chung and Yen Chung-yen, the two

leaders of the Patriotic Society in Shang-

hai who were the promoters of the recent

riot.

The Lusitano Cup.

There is at present being shown in the

window of Messrs. G. Falconer &amp; Co.,

Jewellers, Hotel Mansions, the Lusitano

Cup (presented by the Lusitano Club)

which is to be competed for at the forth-

coming races. The cup is a beautiful

specimen of the silversmith's art, and very

appropriate, too, being, as it is, surmount-

ed by a horse with a rider on its back.

Volunteers.

The Hongkong Volunteer Corps will

line the streets in conjunction with the

regular troops, on the occasion of the arrival

of H.R.H. Prince Arthur of Connaught,

K.G. Their position will be on the Albert



## A PLUCKY ACT.

## Rescue at Sea.

We have been informed of a daring rescue which was made by one of the officers of the Canton steamer "Wing Chai" on January 24. From the particulars we have it appears that as the "Wing Chai" was on her way to Macao on the date mentioned, she encountered a Chinese junk capsized. The sea was rough and choppy at the time, which prevented the boats from being lowered, but the "Wing Chai" was stopped and lifeboats thrown to the Chinese struggling in the water.

As the people in the water were in imminent danger of being drowned one of the "Wing Chai's" officers jumped overboard and at the peril of his own life went to the rescue. After a great deal of difficulty he succeeded in saving three of the Chinese, but the remainder, whose number we are unable to give, were lost.

Such a plucky act deserves the greatest credit that can be bestowed and the heroic rescue should be brought to the notice of the Humane Society.

## OUR VEGETABLES.

## Question of Manuring.

A detailed report by Dr. Macfarlane, regarding the manuring of vegetable gardens at Kowloon, was submitted at the Sanitary Board's meeting to-day, in which the stoppage of the present practice was recommended.

Mr. Lau Chiu Pak considered that the entire stoppage of manuring would inflict great hardship on gardeners. It would also compel Hongkong to depend entirely on Canton for vegetables, which was a retrogressive step.

Mr. Howett considered the use of stable manure by gardeners might be permitted but that the present practice should in no case be countenanced. Everything possible should be done to encourage the cultivation of vegetables for the Hongkong market under proper conditions rather than that we should draw our supplies from Canton, where no sanitary rules were observed.

## THE SAVOY.

## New Hive of Industry.

The last year witnessed many improvements in the Colony's places of business. Old firms have taken over new premises and new businesses have come into existence, until the Colony is now remarkably well supplied in every department. Amongst these improvements none has been more marked than that achieved by the proprietors of the late Anglo-American Stores entering into the premises now known as the Savoy, in Queen's Road Central. The work of fitting up this store in new complete, and the result is one of the finest establishments of the kind that the Colony boasts.

The Savoy is arranged as an up-to-date ladies' and gentlemen's outfitter, hardware and grocery store, and is well stocked with everything that buyers in those departments can want.

The internal fittings of the store are such as to attract general attention and go a long way towards justifying the proprietors' claim to having one of the best fitted up establishments in the Colony. A speciality is made of everything that ladies can require, and to look after the dressmaking department a specially trained dressmaker has been engaged abroad and will shortly arrive in the Colony.

Amongst the things dear to the feminine buyer that are displayed in great variety are an excellent stock of lace, it is believed one of the most extensive carried by any similar establishment in the Far East. Gentlemen are equally well provided for and can rely on having their wants in every direction supplied out of the large stock carried.

The aim of the Savoy is to supply high class goods at a moderate figure and in that direction their success appears to be assured. The grocery department needs no introduction to the public, having in the days of the Anglo-American Stores, already become generally known both in Hongkong and to residents of the surrounding ports.

## A SHANGHAI PROTEST.

## Not "Historical and Patriotic" Stricken.

The N. O. Daily News indignantly says: "Mr Douglas Story has inherited a War Correspondent which he willingly admits, but he should curb his imagination. He most kindly gave a lecture at Yokohama on the 22nd ult. in aid of the funds of the Men's Reading Room, the subject being, 'The Campaign with Kuroki.' In the report, the 'Japan Gazette' says:—

"The lecturer opened with a description of the reception on board an Empress steamer of the news of the outbreak of the war. Shanghai he found in a hysterical, panic-stricken condition. He was told that the Russians had lost 16 vessels, that the war had ended before it had begun, that Admiral Alexeeff had been carried away, a victim of cholera, to Hainan, and that it was a mere matter of time when the part of the Japanese—whether ten miles or 100 miles from the shore—should be immediately occupied by their troops."

If we were hysterical and panic-stricken, why didn't we know it at the time?

**Influenza**  
CAN be cured by commencing at the first symptoms to use Chamberlain's Cough Remedy. Thousands have used this remedy during the past year, and we have to learn of a single case where they were not cured. For sale by all Dealers; WATKINS & CO., Ltd., General Agents.

## THE SANITARY BOARD.

## Welcome To New Members.

Messrs Henry Humphreys and Shelton Hooper, the representative representatives on the Sanitary Board, took their seats this afternoon. The President, Hon. Dr. Clark, said that before proceeding to the ordinary business of the board he desired to extend a welcome to the new members. It gave him great pleasure to see so many of the Colony's long experience in the Colony would be of great value in discussing the difficult matters that came before the Board. (Applause.)

## SOCIAL AND PERSONAL.

Sum Chuan-yen, of the Foochow Foreign Board, died last month at the Nantai-yuen of the Foreign Board. His death, which occurred at the early age of 48, is said to have been accelerated by indulgence in opium.

The Bangkok Times understands that Mr. M. J. McFarlane Vaughan has been appointed manager of the Bangkok Engineering and Dock Works. He was formerly superintendent engineer in the employment of Messrs Allan and Irving, Penang, and manager of the Ipoh Foundry Ltd. The Bangkok engineering and Dock Works are of Messrs Archibald Maclean and Co., but will, it is expected, be formed into a separate company.

According to Singapore papers it is not yet quite decided that Bishop W. F. Oldham, D. D., of the Straits, will go to America, though he is arranging everything in case the order becomes imperative. At present his presence there is deemed necessary to take up the headship of the South Indian Jubilee collection, which has been in the hands of Bishop Theobald. Bishop Oldham accompanied by Mrs. Oldham goes to Manila immediately, and in the event of the Bishop having to go, on Mrs. Oldham after a short stay in Manila will return to Singapore.

Mr. C. M. Lacey Sites, of the Imperial Polytechnic College of Shanghai, and his sister Miss Elsie Sites were spending the Chinese New Year vacation in Foochow. The guests of Mr. and Mrs. Main and Miss Julia Bonfield. During their stay they will visit Yenping, Kueichow, and Ming-chang, at which places their father, the Rev. Nathan Sites, for more than thirty years a missionary in Foochow, did much toward opening up the work. While at Yenping, a new Church, Hospital, and School will be dedicated. The School building is known as the Nathan Sites memorial. In the early days of Mission work in this Province the Rev. N. Sites nearly lost his life in the city of Yenping.

Mr. Sugita, the new President of the Japanese House of Representatives, who succeeds Mr. Matsumoto, is a native of Wakasa Province. He early distinguished himself as an ardent exponent of the principle of personal liberty and as an advocate of the rights of the people, and laboured for the introduction of a Constitutional Government. He established a seminary for young men, and travelled through the Empire doing propaganda work. In 1878 he organised a political party named the "Aikoku-sha" at Osaka. Mr. Sugita was twice imprisoned during his career as a journalist for having attacked the Government. He has travelled extensively in Europe and America. In 1898 he was appointed the Governor of the Hokkaido under the Okuma-Singaki Cabinet, and some years ago was Vice-President of the House of Representatives.

Around a brief announcement which has just been called from New Zealand that on 28th ult. Harold Kempthorne was married to Mabel Clunies-Ross, of the Keeling-Cocos Islands, there can be woven (writes a correspondent to a home paper) one of the prettiest romances of British colonialisation. The bride is a lineal descendant of the Captain John Clunies-Ross—the grandfather of the present King of the Keeling-Cocos Islands—who took a prominent part in the expedition against Java, under the command of Sir Stamford Raffles, and who shortly afterwards, it is stated, made the discovery of these interesting islands in the Indian Ocean. Mr. George Clunies-Ross, who visited London in 1899 for the purpose of consulting the Home Government concerning the advisability of fortifying Christmas Island, succeeded to the Governorship of these tiny island specks, and set himself to work to formulate a set of laws for the better government of the 700 subjects. Utopia would probably best express the kind of life which is led by these South Sea Islanders, as there are no police, no prisons, and best of all, no taxes! In addition, as an encouragement to matrimony and thrift, every married man receives a free gift of three acres of land, together with a house and garden.

## STEARNS' WINE OF COD LIVER.

THESE are three common ailments for which Chamberlain's Pain Balm is especially valuable. It promptly applied it will save you time, money and suffering when troubled with any one of these ailments. For sale by all Dealers; WATKINS & CO., Ltd., General Agents.

## Spiral Ankle, Stiff Neck, Lame Shoulder.

THESE are three common ailments for which Chamberlain's Pain Balm is especially valuable. It promptly applied it will save you time, money and suffering when troubled with any one of these ailments. For sale by all Dealers; WATKINS & CO., Ltd., General Agents.

## OFFICIAL BLACKMAIL.

## Extraordinary Action by the Government of India.

CALCUTTA, January 28. A great sensation has been caused by the publication of a Government Order prohibiting the supply of news and official advertisements to, and withdrawing other facilities from, the Statesman (a rather radical Calcutta daily paper, with the subtitle "Friend of India.")

The reason given for such official ostracism is that in its issue of Jan. 7th, the Statesman published a confidential Note of Lord Curzon's on "Departmentalism," severely criticising the Secretariat method of dealing with questions—Straits Times.

## DOGS, CATS, AND SNAKES AS FOOD.

## "English As She Is Wrote."

The following application was received at to-day's meeting of the Sanitary Board:—Petition of An Young Kang, age 47 years, of No. 46 Temple Street, Yaumatei, for the issue of a license. Petitioner has been under and benefited by the British flag for many years. He understands from the newspapers recently the Government propose to issue license for hawkers to sell cats, dogs, snakes, deer, and such like animals. Petitioner hereby begs your Honour to grant him a license under these (proposed) regulations and inform him that he may come to your office in time to take it out. This will indeed be a convenience for your goodness. (Signed.)

Hon. Mr. Brown inquired: No special license is necessary as far as I know.

Mr. Dyer Ball (Assistant Registrar General) reported: Applicant has not been engaged in this business before. He wishes to slaughter the creatures in his own house and sell the flesh cooked or uncooked in the house.

Dr. Fraser, M.O.H., inquired: The only matter with which the Board has power to deal is the sale of venison. I think that the permit should be refused. If the applicant wishes to sell cats, snakes, etc., there is no power to stop him unless he wishes to hawk them, in which case he must apply to the police for a hawkers' license.

Mr. Lau Chiu Pak: The sale of cat or dog flesh should be prohibited. Animals suffering from hydrophobia or other diseases may be killed at any time and sold. People one day may also wonder where their pets have gone.

Mr. Fung Wa Chun: The risk would be too great.

## STOWAWAYS.

## How Chinese Got to Australia.

A Chinese, the head fireman from the China Navigation Company's steamer "Tsinan," was charged, at the Magistrate's Court this afternoon, with aiding and abetting three countrymen to stowaway from Hongkong to Sydney, N. S. Wales.

Mr. Gedge appeared to prosecute and called evidence to the effect that the "Tsinan" left Hongkong for Australia on November 29 last year and when in Sydney harbour, on December 21, the captain discovered three stowaways on deck and had them arrested. One of the stowaways deposed that he was arranged with the defendant for a passage to Australia and on the voyage he and the others lived in the coal bunkers during the day and in the fireman's quarters at night. The defendant supplied the men with food. The ship was in quarantine when the stowaways were caught and came on deck because they were afraid the ship was about to be fumigated. The defendant said that the men were brought to him by the carpenter who said he had the Chief and second engineers' permission for them to come aboard. On that account he allowed them to stop. Subsequently he asked the chief engineer if he had given permission and he denied having done so. Defendant then drove the three men out of the hold when they were caught.

Mr. Gedge mentioned that the ships were liable to a penalty of £100 per man if the stowaways had landed. He asked for the highest penalty that could be inflicted under the Ordinance. Mr. J. A. Hazell found the defendant guilty and inflicted a penalty of nine months imprisonment with hard labour.

## AMERICA AND THE EXCLUSION OF CHINESE.

## The Question Before Congress.

SAN FRANCISCO, January 21. Secretary of State Root's recommendation to Congress concerning amendments to the Chinese exclusion laws is not meeting with very active response. Many Congressmen take the stand that the recent concessions granted to China in the administration of laws, as suggested by the President, have been misinterpreted in China as a confession of fear over the outcome of the retaliatory measures of the natives, and have led to further tactics of intimidation.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—On the 6th at 12.10 p.m. The barometer has risen in Japan, and fallen quickly over China. A depression is moving Eastwards in Manchuria. Another low area may be over Central China. Pressure is highest over the Pacific in the neighbourhood of the Loochoos. The monsoon is interrupted in the Formosa Channel where moderate variable breezes may be expected. Moderate to light monsoon is indicated over the N. part of the China Sea. Forecast: Moderate E. or variable winds; cloudy, probably some rain.

## THE "TALON"-"KWONG TUNG" COLLISION.

## The Evidence Criticised.

Judgment was delivered in the case arising out of the collision between the "Talon" and "Kwong Tung" today at the Supreme Court before His Lordship Sir Francis Pigott (Chief Justice), Captain Morrison (s. n. "Pawan") being present as assessor.

Mr. M. W. Slade (instructed by Mr. R. Harding) represented the plaintiff, while Mr. E. H. Sharp, K. C., (instructed by Mr. H. J. Gedge) appeared for the defendant. Owing to the length of the Chief Justice's remarks we are unable to give them in full, but the following is a summary: The two vessels, said His Lordship, left Hongkong within an hour of one another on the evening of the 16th May, 1904, and proceeded to Canton, which they were both timed to reach at 6 a.m. on the 17th. The "Talon" was passed by the "Kwong Tung" off Tiger Island and remained astern for some time, being sighted by persons on the "Kwong Tung" when that vessel was up to the Whampoa Barrier at about 4 a.m. Both ships were damaged slightly but the direct consequence of the collision was that the "Kwong Tung" ran into and sank a salt junk at anchor on the south bank of the channel beside the Salt Commissioner's yamen, causing damage to her owners to the extent of \$20,000. This, though irrelevant to the action, was mentioned at the opening of the case and also the fact that an agreement had been entered into between the owners of the two ships that the owner of the ship found to blame should bear the loss occasioned to the owner of the junk. I regret that this fact was mentioned because it seemed to indicate a desire on the part of the owners of the steamer—a most laudable desire as it seems to me—that justice should be done all round. But it is clear that no consideration of what I may call rough justice or equity should appear to influence the conclusion at which, with the most valuable co-operation of the Assessor, Captain Morrison, agreed to by both parties, I have arrived.

The defendant's first argument deals with the statement that the "Talon" had passed the "Kwong Tung"; he relies on the rule which for the present I adopt in the form in which it is usually stated—"the Court will never allow a party to contradict his own Preliminary Act at the hearing."—and he maintains that the plaintiff's evidence does not bear out this allegation, that, if he has proved anything, it is another fact altogether, and that, therefore, whatever fault the "Kwong Tung" may have committed in increasing her speed, if it be a fault, the plaintiff must fail in his action. But I think this argument goes too far.

The Assessor has explained to me the wide difference which exists between the word "past" and the term "past and clear." The latter term means that the overtaking ship has not only passed the overtaken ship but is sufficiently clear to manoeuvre with safety, which she could not do if she were merely past. I cannot assent to this argument, for if I were to hold that the word "past" must be read as past and clear in the sentence I have quoted, it would be tantamount to holding that an action would not lie on an allegation that the "Talon" was past the "Kwong Tung" merely.

For the present, however, it is sufficient to say that the Assessor considers that the "Talon" was not past and clear of the "Kwong Tung" and the evidence, in my opinion, warrants this conclusion.

This preliminary point disposed of, these questions remain to be decided:—Was the "Talon" past the "Kwong Tung"? If so, was the "Kwong Tung" in default and if in default, was her default the cause of or did it contribute to the collision?

After laying down the law applicable, His Lordship continued, in very plain and frank manner, the evidence is conflicting. I hinted during the trial that it might be possible that the Court would believe neither of the stories of the two captains and this is proved to be a fact for, not only does the evidence of the captain of the "Kwong Tung" support the captain's statements. This has necessitated a most minute calculation of speeds and distances. The speeds of the two vessels at different times may, with one exception, be taken as they were given in evidence as the exact testimony of Captain Morrison's own lips. The "Talon" was going all through the material time at 6 1/2 knots over the ground. The "Kwong Tung" halts at 5 1/2 knots. After the "Kwong Tung" had gathered her full way, that is after her full speed had taken full effect, the "Talon" was at a distance of 1/2 mile from the "Kwong Tung" and the doubtless question is whether she was put to full speed from half speed as Captain Walker says or from slow as Captain Lawrence says. The time within which she would have gathered full way will differ in the two cases and the exact answer to the question as to which view the Assessor considers, after a very careful examination of the chart, the positions both at the point of overtaking and of collision as given by Captain Walker to be fairly accurate. The Assessor is also of opinion that the time of overtaking was 5.32 at the time of collision 5.33. That 5.32 at the time of overtaking for six minutes after the "Talon" overtook the "Kwong Tung" and before the collision occurred. The calculations were set forth in detail, being considered important in the first place as showing that Captain Lawrence's point of overtaking and collision are correct. He says he overtook the "Kwong Tung" at the fort on the end of the Salt Flats and the point of collision is 1,200 feet more to the east than that being by Captain Walker. The distance between his two points is 7,300 feet and no calculation on any possible basis of speed would justify the "Talon" having been still further behind the "Kwong Tung" and the collision could not have occurred at all.

The material point, however, is not so much what the position of the two ships was at the time of the collision as what occurred during the six minutes. The "Talon" first past the "Kwong Tung" and was then overtaken by the

"Kwong Tung"? We must see what was the position of the two ships after the first and after the second minute. It is not necessary to go further because after the second minute the "Kwong Tung" had gathered her full way and being then the faster ship, the "Talon" could not have overhauled her. At the end of the first two minutes the "Talon" could not have gained more than 44 feet which, giving her 59 feet overlap at the moment of overtaking, would not put her anywhere near where she alleges she was. It would only bring her how about up to the funnel of the "Kwong Tung," but she never could have passed calculation is enough to show that it is impossible. Not only that but, with these figures, the "Talon" at the time of collision would have been so far behind minutes racing extra from the six minutes to the time of collision that the collision could not have occurred. But there is, as I have said, one figure in this calculation which is in doubt, the speed at which the "Kwong Tung" was going when the order full speed ahead was given. It is the fact of the collision between the two ships, we must try Captain Lawrence's statement as to the "Kwong Tung's" speed. From Captain Lawrence's figure of speed the calculations show that not only was the "Kwong Tung" going slow but that all the other speeds and positions on which the calculation is based are wrong. The calculation, therefore, of the two ships at the end of the second minute was that the "Talon" was ahead of the "Kwong Tung," that is 48 feet short of actual passing. After reading the statement from the evidence of both sides, the Chief Justice went on:—

So far as the "Talon" evidence is concerned that of the pilot may be put in one side as imaginary. So far as the evidence of the "Kwong Tung" is concerned, the most serious discrepancy occurs between the statements of Captain Walker and Mr. Lewis, the passenger. The Captain says that the "Talon" was a little forward of his bow but never forward of that, but Mr. Lewis says that the "Talon" was some 400 yards ahead of the "Kwong Tung" and that the bows of the two ships were level. These two statements cannot stand together, and although we may not be able to accept Captain Walker's, we certainly reject that of Mr. Lewis. For some reason or other, the passenger takes too much interest in the case. He could see what the learned counsel, "driving at," though smiling him, was leading to, and he was merely called to see to state what he saw not to fence for the counsel, and what he says he saw was not what Captain Walker saw, nor is it borne out by any other evidence. The chief pilot's evidence also disagrees. The chief pilot's evidence, though apparently agreed with that of the Assessor, is, on a little closer analysis, I think his evidence is more in accord with what a sailor Yuen and the assistant pilot said. When Yuen went to fetch the assistant pilot, he says "the 'Talon' was green screen was opposite and ahead of us and when the assistant pilot went to fetch the chief pilot he said 'the 'Talon' was near our stern. Now, clearly, what these two men saw happened after the "Kwong Tung" had gathered full weight and when the "Talon" was falling back, and this is really the position of the chief pilot's evidence. When he went out to look for the "Kwong Tung" he found her "because we were full speed." The chief pilot ought to know what he is talking about. He must know that what he says is not true. Therefore, when he went out to look for the "Talon" must have begun to look back. I think these three Chinese spoke truly to what they saw, but we have to ascertain what they did not see. The chief officer also contradicts the captain but his own evidence is not so clear as the evidence of the other witnesses. It is open that if the funnel were in line, as he says, the "Talon" was bow could not be abreast of the bridge. It would have been practically level with the "Kwong Tung's" bow. A skilled witness has no right to come into the case and make such loose statements. If he had not been so sure of his own evidence, he would have known that what he was calculating to mislead the Court, and it was not until the models were supplied that I could test the accuracy of his statement. The evidence of the engineers, as I have said, does not support the captain's statement. It is clear that the two ships were level and exchanged greetings. The evidence of the captain of the "Talon" is not much more reliable. He insists that the bow of the "Kwong Tung" was astern of his funnel and that, ten minutes after, he heard her coming up to him. He says that at first he thought that he had used the word "past" in a loose conversational way and as meaning "passing," but the Assessor reminds me that captains of ships know or ought to know the regulations by heart and in such an important matter as passing a ship they cannot be allowed to use loose phraseology. Moreover, his evidence shows that to the most past, because he added "I did not know on which side of me the 'Kwong Tung' was." The evidence of Mr. Chi, the quartermaster, though it speaks of the "Talon" passing the "Kwong Tung" is confused as to the time at which he talks of overtaking. Having occurred before the overtaking and the collision. This minute analysis of the evidence shows that on both sides it is unreliable and I therefore adopt the position of the ships as shown by the figures.

I now come to the point of law. The "Talon" alleges that she had passed the "Kwong Tung." We have found as a fact that she had not passed but that she was only passing. Does she therefore fall within the application of the rule that the plaintiff must prove that she was in default? As to this, I have the greatest doubt and for this reason. I have stated the law applicable to the circumstances as alleged by the plaintiff and as derived from the regulations but, under the circumstances of this collision, the necessity of the "Talon" showing that she was past and clear not being in issue, it is immaterial whether the "Talon" was past the "Kwong Tung" or not for precisely the same law, as I have stated it, would apply to both ships. If the "Talon" was only passing the "Kwong Tung," her duty would still have been to keep out of the way and the duty would still have remained with the "Kwong Tung" not to alter her course or speed. It is not to be contended that if the "Talon" was passing the "Kwong Tung" could not be held to blame in whole or part for a breach of Article 2 and the doubt I have in my mind is whether for this rule applies in the case of failure to prove an immaterial fact. I can find nothing in the decisions bearing on this point.

There is also another point of law. The "Talon" makes four distinct allegations. Must she prove all of them or is it sufficient for her to prove one? In other words does

the rule apply to the extent of saying that a plaintiff must prove all his facts as alleged in his Preliminary Act or is it sufficient for him to prove one which did in fact contribute to the collision?

Before stating finally the course which I intend to adopt, it is necessary to give a little further on other points raised. The Assessor is of opinion as a seaman, and as a Judge entirely concurs, that the course of the "Talon" prior to overtaking as traced by Captain Walker is wholly imaginary and that at the moment of overtaking there was no danger of collision and therefore that the reference to those circumstances which account for what has been termed "the agony of the moment" are irrelevant. Captain Walker's own statements to questions which I put to him show that there was no "agony" but the reverse. The Assessor is further of opinion that the "Kwong Tung" did not during the material time show any intention to alter her course or speed. The evidence of the channel marks that she starboarded her helm and endeavoured to cross ahead of the "Talon." The plaintiff has not proved all his facts but he has however, proved one fact, that the "Kwong Tung" altered her speed. Shorn of all irrelevant and immaterial facts, and of the incredible arguments based on them, what occurred, in our opinion, was simply this:—The "Talon" on her normal course overtook the "Kwong Tung" and, as the "Kwong Tung" was in default, she was obliged to pass to port and afterwards the effect of the ebb tide. I take it that the allegation that the "Kwong Tung" did not keep to the starboard side of the channel means that she starboarded her helm and endeavoured to cross ahead of the "Talon." The plaintiff has not proved all his facts but he has however, proved one fact, that the "Kwong Tung" altered her speed. Shorn of all irrelevant and immaterial facts, and of the incredible arguments based on them, what occurred, in our opinion, was simply this:—The "Talon" on her normal course overtook the "Kwong Tung" and, as the "Kwong Tung" was in default, she was obliged to pass to port and afterwards the effect of the ebb tide. 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**Shipping.**

**PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY**

WILL dispatch (VESSELS to the Undermentioned PORTS on the DATE named—

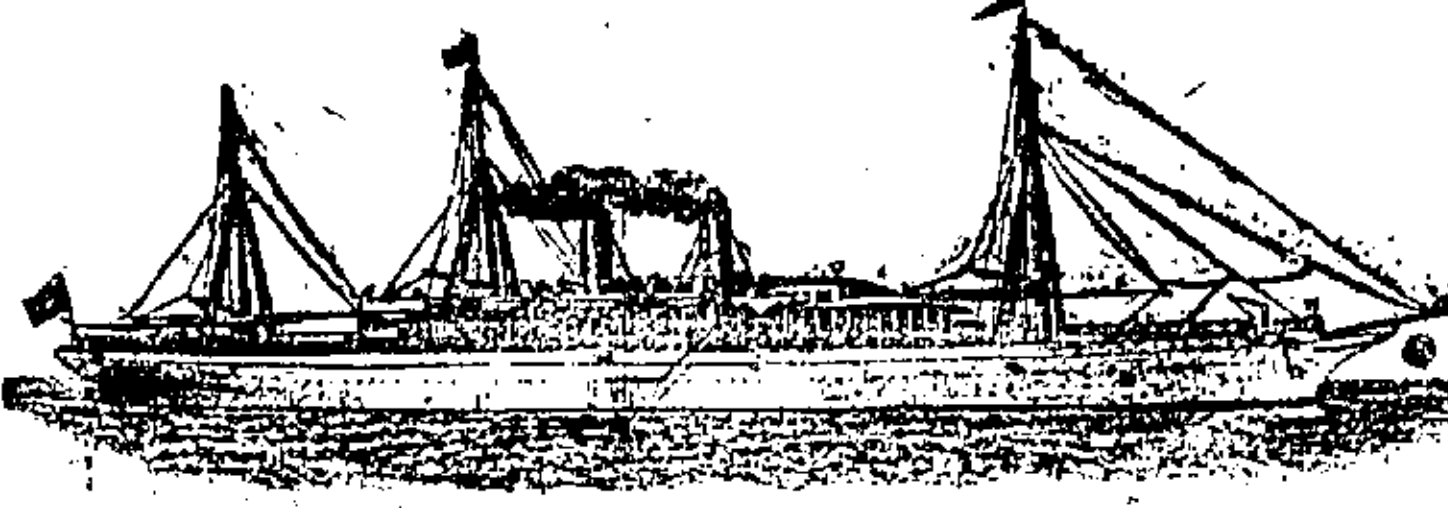
PORTS	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DONGOLA	About 8th February	Freight and Passage.
LONDON, &c.	ARCADIA	10th February	See Special Advertisement.
SINGAPORE & BOMBAY	PEKIN	About 14th February	Freight only.
LONDON & ANTWERP, via Suez, Pango, Port Said & Marseilles	JAPAN	About 14th February	Freight and Passage.
YOKOHAMA, via SHANGHAI, &c.	JAVA	About 20th February	Freight and Passage.
MOJI and KOBE	S. BACHAM	February	Freight and Passage.

\* Calling at Penang if sufficient inducement offers.

E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office.

**CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.**



**LUXURY—SPEED—PUNCTUALITY.**

The only Line that maintains a Regular Schedule of 12 Days across the Pacific to the EASTERN LINE. Sailing 3 to 7 Days OCEAN TRAVEL to DAYS YOKOHAMA to VANCOUVER.

**21 DAYS HONGKONG TO VANCOUVER**

**Proposed Sailings**

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
EMPRESS OF INDIA	6000	Wednesday, Feb. 7	Feb. 23
TARTAR	4425	Wednesday, Feb. 21	Mar. 17
EMPRESS OF JAPAN	6000	Wednesday, Mar. 7	Mar. 23
EMPRESS OF CHINA	6000	Wednesday, Mar. 21	Apr. 18
ATHEAN	9750	Wednesday, April 11	May 5

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Shanghai to London, 1st Class, via St. Lawrence £80, via New York £82. Intermediate on Steamers, £40, and 1st Class Rail, £42.

R.M.S. TARTAR and ATHEAN carry INTERMEDIATE Passengers only. Intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage apply to **D. E. BROWN, General Agent,** CORNER BRIDGE STREET and FRANK, Opposite Black Pier.

**INDO-CHINA STEAM NAVIGATION CO., LD.**

**PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**

FOR	STEAMERS	TO SAIL
SHANGHAI	KOONSHING	WEDNESDAY, Feb. 7, at 3 P.M.
MANILA	LOONGSANG	FRIDAY, Feb. 9, at 4 P.M.
SINGAPORE, PENANG, AND CALCUTTA	LAISANG	SATURDAY, Feb. 10, at 3 P.M.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., General Managers.**

**OSAKA SHOSHEN KAISHA.**

**REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.**

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

FOR	STEAMERS	TO SAIL
SHANGHAI, via SWATOW, AND AMOY	TAMSU	SUNDAY, Feb. 11, 8 a.m.
SHANGHAI, via SWATOW, AMOY AND FOCHOW	SHANGHAI	THURSDAY, 15th Feb., 8 a.m.
TAMSU, via SWATOW AND AMOY	TAMSU	SUNDAY, Feb. 18, 8 a.m.
ANPING, via SWATOW, AND AMOY	ANPING	FRIDAY, Feb. 9, 8 a.m.
FOCHOW, via SWATOW AND AMOY	FOCHOW	FRIDAY, Feb. 9, 8 a.m.

\* This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 4, Des Vaux Road Central.

**T. ARIMA, Manager.**

**NORTHERN PACIFIC LINE.**

**BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.**

**CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.**

**PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.**

Steamers	Tons	Captains	To Sail
HYADES	5753	J. Alwan	About Feb. 13.
TRENTON	5606	T. W. Garlick	About Feb. 20.

\* Cargo only.

**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.**

The Twin-screw S.S. Steamer and Trenton are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**

For further information, Apply to **Dodwell & Co., Limited, GENERAL AGENTS,** QUEEN'S BUILDINGS.

**Shipping.**

**OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.**

**FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.**

**TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.**

**EUROPEAN SERVICE.**

**OUTWARDS.**

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	ALGONQU	8th February
GLASGOW AND LIVERPOOL	LAERTS	20th "
GLASGOW AND LIVERPOOL	YANGTZE	21st "
GLASGOW AND LIVERPOOL	DIOMID	27th "
GLASGOW AND LIVERPOOL	AGAMEMNON	8th March
GLASGOW AND LIVERPOOL	TEENAI	13th "
GLASGOW AND LIVERPOOL	MACHON	20th "
GLASGOW AND LIVERPOOL	ESMER	21st "
GLASGOW AND LIVERPOOL	KINTOCK	28th "

**HOMEWARDS.**

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	PATROCLUS	13th February
GENOA, MARSEILLES & LIVERPOOL	ANTHON	20th "
AMSTERDAM, LONDON & ANTWERP	SAINT BEDE	27th "
AMSTERDAM, LONDON & ANTWERP	ACHILLES	13th March
GENOA, MARSEILLES & LIVERPOOL	TEENAI	20th "
AMSTERDAM, LONDON & ANTWERP	DIOMID	27th "
AMSTERDAM, LONDON & ANTWERP	AGAMEMNON	10th April
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	20th "
AMSTERDAM, LONDON & ANTWERP	TEENAI	24th "

\* Taking Cargo for Liverpool at London Rates.

**TRANS-PACIFIC SERVICE.**

**OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.**

**AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.**

**EASTWARD.**

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, &c.	YANGTZE	24th February
PACIFIC COAST PORTS, via NAGA SAKI, KOBE & YOKOHAMA	KEENUN	24th March

**WESTWARD.**

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA	FINCHLEY	7th February
AND PACIFIC COAST	ONPA	24th February

For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**

**CHINA NAVIGATION CO., LD.**

**SHANGHAI** **ICHAH** **7th February.**

**KOBE & YOKOHAMA** **TAHAN** **8th February.**

**MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE** **THAN** **28th February.**

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

**N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.**

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, AGENTS.**

**HONGKONG MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Stewardess—All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila	10th February, at 12 o'clock Noon.
RUBI	2540	R. Almond	Manila	17th February, at 12 o'clock Noon.

For Freight or Passage, apply to **Shewan, Tomes & Co., General Managers.**

**HONGKONG—NEW YORK.**

**AMERICAN ASIATIC STEAMSHIP COMPANY.**

**FOR NEW YORK, via PORTS AND SUEZ CANAL. (WITH LIBERTY TO CALL AT THE MALABAR COAST.)**

**TO SAIL**

For Freight and further information, apply to **SHEWAN, TOMES & CO., General Agents.**

**'GLEN' LINE OF STEAMSHIPS.**

**FOR LONDON AND ANTWERP.**

THE Steamship **GLENSTRA**, Captain J. McNEIL, will be despatched as above on or about THURSDAY, the 2nd February.

For Freight or Passage, apply to **McGREGOR BROS. & CO., Agents.**

**THE ORIENTAL PACIFIC LINE.**

**FOR SAN FRANCISCO, via PORTS.**

THE Steamship **CEMINOLE**, Captain J. O'NEILL, will be despatched as above on or about THURSDAY, the 2nd February.

For Freight, apply to **SHEWAN, TOMES & CO., Agents.**

**Shipping.**

**PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA. U.S. MAIL LINES.**

**VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.**



**SEMI-TROPICAL ROUTE.**

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on OAHU, the most fertile and beautiful island of the Pacific.

**PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).**

STEAMERS	Tons	TO SAIL ON
KOREA	18,000	9th Feb., at Noon.
COCHIN	18,000	20th Feb., at Noon.
SIBERIA	18,000	2nd Mar., at Noon.
AMERICA MARU	11,000	10th Mar., at Noon.
MONSIEUR	27,000	17th Mar., at Noon.
CHINA	18,000	24th Mar., at Noon.
NIPPON MARU	11,000	31st Mar., at Noon.
DORIC	5,000	10th April, at Noon.
HONGKONG MARU	11,000	17th April, at Noon.
		24th April, at Noon.

\* Twin Screws.

**RECORD FAST TRIPS.**

Yokohama to San Francisco.....s.s. KOREA, 18,000 tons. September 14-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu.....s.s. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 10 hours.

San Francisco to Yokohama.....s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco.....s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship KOREA, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 9th February, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to El Paso, Texas, and Deming, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

**S. SILVERSTONE, Agent.**

**PORTLAND AND ASIATIC STEAMSHIP COMPANY.**

**SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN; MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.**

**OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.**

STEAMERS	Tons	Captains	TO SAIL ON
ARABIA	4488	MEYERSTEIN	Early in Feb.
ARAGONIA	5198	ERST	Mar. 11, at Daylight.
NICOMEDIA	4370	WAGMANN	Mar. 23, at Daylight.
NOMANTIA	4370	FRIEDMANN	April 8, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to **S. SILVERSTONE, Acting General Agent.**

**NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).**

**PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATIONS.**

**AUSTRALIAN LINE.**

STEAMERS	DESTINATIONS	SAILING DATES
YAWATA MARU, (13,817 Tons Gross Reg.)	(MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE)	FRIDAY, 23rd February, at 4 p.m.

To be followed by S.S. NIKKO-MARU, (Tons 5,539 Gross Reg.)

These steamers possess passenger accommodation unrivalled in luxury and comfort by any other steamers plying between the Orient and Australia. High-class Cuisine, Electric Light and Refrigerator.—Doctor and Stewardess carried.

**TEMPORARY EUROPEAN LINE.**

**IYO MARU, (6,327 Tons Gross Reg.)** { LONDON and ANTWERP, WEDNESDAY, (Via SINGAPORE, PENANG, COLOMBO) 10th February at Daylight. Captain W. THOMSON, & Port Said.

Taking Freight only.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

**A. S. MIHARA, Manager.**

**GREAT NORTHERN STEAMSHIP CO.**

**FOR SEATTLE, via SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).**

**THE MAGNIFICENT NEW TWIN-SCREW STEAMERS 'MINNESOTA' AND 'DAKOTA' (Each Tons 20,718 Gross Reg.)**

Will be despatched from Hongkong as follows:—**MINNESOTA**, Captain J. H. RINDEN, On or about FRIDAY, 16th MARCH, 1906.

**DAKOTA**, Captain E. FRANKLIN, On or about TUESDAY, 27th APRIL, 1906.

Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, Barber Shop, NURSERY, STEAM LAUNDRY, &c.

Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo, and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to **NIPPON YUSEN KAISHA, Agents.**

**Shipping.**

**STEAM FOR STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**

THE Steamship **ARADIA**, Captain A. G. CURTIS, R.N., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 10th February, at Noon, taking Passengers and cargo for the above Ports in connection with the Company's s.s. **Britannia**, 6,535 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable Cargo for France, and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from BOMBAY by the R.M.S. **Aradia**, due in London on the 24th March, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to **E. A. HEWETT, Superintendent.**

**BRITISH-INDIA STEAM NAVIGATION CO., LD.**

**FOR AMOY, STRAITS AND RANGOON.**

THE Company's Steamship **SHENGLIA**, Captain F. W. LACKHAM, will be despatched as above on SUNDAY, the 11th Inst., at Daylight.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., Agents.**

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**FOR MARSEILLES, HAVRE, ANTWERP (DIRECT).**

Taking Cargo to LONDON with prompt transhipment at Marseilles.

Calling at MANILA, SINGAPORE, SYDNEY and COLOMBO.

THE Company's Steamship **KOUANG-SI**, Captain BARILLON, will be despatched as above, on or about the 12th February, 1906.

This steamer has accommodation for Passengers and carries a duly qualified Doctor.

For information as to Passage & Freight apply to **G. DE CHAMPEAUX, Agent, QUEEN'S BUILDINGS.**

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**

Via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST. PROPOSED SAILINGS FROM HONGKONG.

**STEAMERS. To Sail 1906.**

**SAINT GEORGE**.....About Feb. 15.

**SHIMOSA**.....To follow.

For Freight and further information, Apply to **DODWELL & CO., LTD., Agents.**

**EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**

(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA, &c.)

THE Steamship **EASTERN**, Captain POWELL, will be despatched for the above Ports on SATURDAY, the 3rd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO., Agents.**

**AUSTRIAN NAVIGATION COMPANY.**

**STEAM FOR Fiume and Trieste Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.**

(Taking cargo at through rates to the BRITAIN, to SOUTH AFRICA, PERSIAN GULF, Red Sea, BLACK SEA, LEVANT, YENICE and ADRIATIC PORTS.)

THE Company's Steamship **AUSTRIA**, Captain COLEMAN, will be despatched as above on MONDAY, the 5th March, p.m.

This Steamer has splendid accommodation for passengers; Electric Light, carries a Doctor and Stewardess.

For information as to Passage & Freight, apply to **SANDER, WILDER, & CO., Agents, Prince's Building.**



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to Colombo	Leave	Connecting Steamers from Colombo to	Due at Marseilles (Brindisi 2 days earlier)	Due at Plymouth (London 1 day later)
ARCADIA 7000	Feb. 10	BRITANNIA 7000	Saturday, Mar. 10	Friday, Mar. 13
DELHI 8000	Feb. 24	MOLDAVIA 10000	Mar. 24	Mar. 30
DONGOLA 8000	Mar. 10	MOLDAVIA 10000	Apr. 7	Apr. 13
DELTA 8000	Mar. 24	MOLTAHAN 10000	Apr. 21	Apr. 27
CELANA 7000	Apr. 7	MARMORA 10000	May 6	May 11
ARCADIA 7000	Apr. 21	VICTORIA 7000	May 20	May 26
DEYANHA 8000	May 5	HIMALAYA 7000	June 3	June 9
DELHI 8000	May 19	INDIA 8000	June 17	June 23

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following—

## INTERMEDIATE (NOT THROUGH) STEAMERS

WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMER	TONNAGE	Leave Hongkong	Due at London
JAPAN	4500	February 14	March 31
SUMATRA	4500	February 28	April 14
NUBIA	4500	March 14	April 28
JAVA	4500	March 28	May 12
FORMOSA	4500	April 11	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* 'Sumatra' and 'Nubia' call at Marseilles.

\* 'Japan,' 'Java,' and 'Formosa' carry only First Saloon Passengers.

For Passage, Apply to

E. A. HEWETT,

Superintendent.

## JAVA-CHINA-JAPAN LINE

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half February	JAPAN, via SHANGHAI	First half February
TJIMABI	JAVA	Second half February	JAPAN, via SHANGHAI	Second half February
TJILIWONG	JAPAN	First half February	JAVA PORTS	First half February
TJIFANAS	JAVA	Second half March	JAPAN, via SHANGHAI	Second half March

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands, India on through R.L.

For particulars of Freight and Passage, apply to the  
HEAD AGENT,  
Java-China-Japan Line,  
TELEPHONE No. 375. YORK BUILDINGS, FIRST FLOOR.

## Insurance.

FIREMAN'S FUND INSURANCE CO.

OF  
SAN FRANCISCO, CALIFORNIA.

STATEMENT TO 31st DECEMBER, 1903.

ASSETS, GOLD.....\$5,888,820.37

Net Surplus, Gold.....\$2,168,118.80

Income, Gold.....\$3,479,717.53

## FINE BRANCH.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to accept Fire Risks at Current

Rates.

SHEWAN, TOMES &amp; CO.

## NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904,

£17,161,299.

I—Authorized Capital £2,000,000

Paid-up Capital.....2,000,000 0 0

II—Fire Funds.....3,001,266 12 9

III—Life &amp; Annuity Funds 13,472,532 7 0

£17,161,299 19 9

Revenue Fire Branch.....2,068,713 1 8

Life &amp; Annuity.....1,632,216 3 4

Branches.....

£3,688,929 5 0

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES &amp; CO.

Agents.

THE WESTERN ASSURANCE COM-

PANY OF TORONTO AND

LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned, having been appointed

AGENTS for the above are prepared

to accept Risks at Current Rates.

ALEX. ROSS &amp; CO.

Agents.

## MARTIN'S

APIOL &amp; STEEL

PILLS

A French Preparation for all Indigestions, Acidity, Flatulency, Headache, Neuralgia, Rheumatism, Gout, Gravel, and all other Disorders of the Digestive System.

HONGKONG HIGH-LEVEL TEAM-

WAYS COMPANY, LIMITED.

(IN LIQUIDATION)

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 10 minutes.

1.30 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 2.30 p.m. Every 10 minutes.

2.30 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 10 minutes.

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4.00 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

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12.00 a.m. to 1.00 a.m. Every 15 minutes.

1.00 a.m. to 1.30



STEAMERS PASSED SUEZ CANAL

### Vessels Advertised as Loading.

For SAIGON.—

For SHANGHAI & VLADIVOSTOK  
Per *Hanamet*, at 10 a.m., on Wednesday,  
the 7th February.

For BANGKOK.—  
Per *Singora*, at 10 a.m., on Wednesday,  
the 7th Feb.

For MACAO.—  
Per *Huangshan*, at 1.15 p.m., on Wednesday.

Amoy, Straits, & Rgon	Zhengba (a)	Jardine, Matheson & Co.	Feb. 11, Daylight
Bremen, v. Ports of Call	Proussien (a)	Melchers & Co.	February 14.
Bremen, v. Ports of Call	Zieten (a)	Melchers & Co.	February 28.
Bre, via S'pore for Pan	Capt (a)	Carlowitz & Co.	Feb. 14, at Noon.
Gosse, Macra, L. Pool.	Yanagita (a)	Overthland & Swire	February 20.
Japan via Shanghai.	Tsukagawa (a)	Overthland & Swire	Feb. 20, at Noon.
Japan via Shanghai.	Tsukagawa (a)	Overthland & Swire	Feb. 20, at Noon.
Java Ports.	Tsukagawa (a)	Overthland & Swire	Feb. 20, at Noon.
Kobe and Yokohama.	Tsukagawa (a)	Overthland & Swire	Feb. 20, at Noon.

nesday, the 7th Feb.  
For SHANGHAI.—  
Per *Koonahing*, at 2 p.m., on Wedne-  
day, the 7th Feb.  
For YOKOHAMA & KOBE.—  
Per *Tsusan*, at 11 a.m., on Thursday, the  
8th Feb.  
For SWATOW, AMOY, & FOOCHEW.—

London & Antwerp ..	Glenister (a) .....	McGregor Bros., & Gow	About Feb. 22.
London & Antwerp ..	Bonlarig (e) .....	Gibb, Livingston & Co.	About Feb. 23.
L'don, Am'dam, Antw'p	Paterculus (a) .....	Butterfield & Swire ..	February 17.
L'don, Am'dam, Antw'p	Saint Beke (e) .....	Outerfield & Ewins ..	February 27.
London, Antwerp, &c.	St. Ignace (a) .....	Nippon Yusen Kaisha ..	Feb. 10, Daylight.
London, Antwerp, &c.	Arcadia (a) .....	Yokohama Specie Co. ..	Feb. 10, at Noon.
London, Antwerp, &c.	Japan (a) .....	P. & O. S. N. Co. ....	Feb. 10, at Noon.
London, Antwerp, &c.	Japan (e) .....	P. & O. S. N. Co. ....	About Feb. 14.
Marseilles & London ..	Arcadia (a) .....	P. & O. S. N. Co. ....	Feb. 10, at Noon.

Per Haiching, at noon, on Thursday  
the 8th Feb.  
Per Decima, at 5 p.m., on Thursday  
the 8th Feb.  
For SHANGHAI & CHINKIANG.—  
Per Uluka, at 3 p.m., on Thursday, the  
8th Feb.  
For SWATOW, AMOY, & ANPING  
Per Uluka, at 5 p.m., on Thursday

Mailla, A'sian Ports	Yawata Maru (s)	Nippon Yusen Kaisha	Feb. 23, at p.m.
Maillere via Saigon	Salanie (s)	Messageries Maritimes	Feb. 20, at 1 p.m.
Maillere, London &	Kouangei (s)	Messageries Maritimes	About Feb. 12.
Mailla, Asean Ports		Butterfield & Swire	February 28.
Mailla, Asean Ports		G.H. Livingston & Co.	Mar. 3, at Noon.
Mailla, Aus'lian Ports	Williland (s)	Melchers	March 6.
Mailla	Zafro (s)	Shewan, Tomes & Co.	Feb. 17, at Noon.
Mailla	Rabi (s)	Shewan, Tomes & Co.	Feb. 17, at Noon.
Mailla	Loongsang (s)	Jardine, Matheson & Co.	Feb. 8, at 4 p.m.

For *Singapore*, at 3 p.m., on Friday,  
the 8th Feb.  
For SINGAPORE, PENANG & COLO  
BO.—  
Per *Rhenania*, at 10 a.m., on Frid  
the 9th Feb.  
For MANILA.—  
Per *Loongang*, at 3 p.m., on Friday,  
9th Feb.

4th	New York v. Sues Canal	St. George (e) .....	Dowdell & Co. Limited	About Feb. 15.
	San Francisco v. Ports	Seminole (e) .....	Shedden, Tames & Co.	About end of Feb.
	San F'cisco via Japan	Korea (e) .....	Pacific Mail S. S. Co.	Feb. 9, at Noon.
	San Francisco v. Japan	Coptic (e) .....	O. & O. S. S. Co.	Feb. 20, at Noon.
5th	San Francisco v. Japan	Yokohama (e) .....	Pacific Mail S. S. Co.	Mar. 2, at Noon.
6th	San Francisco v. Japan	Amoy (e) .....	Pacific Mail S. S. Co.	Mar. 10, at Noon.
7th	San Francisco v. Japan	Mongolia (e) .....	Pacific Mail S. S. Co.	Mar. 18, at Noon.
8th	Seattle v. S'hal, Japan	Minnesota (e) .....	Nippon Yusen Kaisha	About Mar. 16.
9th	Seattle v. S'hal, Japan	Dakota (e) .....	Nippon Yusen Kaisha	About April 24.

For MANILA.—  
Per *Zafra*, at 10 a.m., on Saturday,  
10th February.

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**MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.**—  
The Canadian Pacific Mail Packet *Empress of India* will be despatched on WEDNESDAY

Shai, Mobj, Kobe, Yuma	Java (s)	P. & O. S. N. Co.	About Feb. 20.
Shanghai	Dongola (s)	P. & O. S. N. Co.	About Feb. 2.
Shanghai	Icberg	Butterfield & Swire	Feb. 7.
Shanghai	Koonching (s)	Jardine, Matheson & Co.	Feb. 7, at 3 p.m.
Shanghai	Koonching (s)	Jardine, Matheson & Co.	Feb. 10, at 3 p.m.
Singapore	Pekin	P. & O. S. N. Co.	About Feb. 14.
S'pore, P'ang, Utho & Co.	Austria (s)	Sunder, Wulor & Co.	About Feb. 14.
S'pore, Portland, Or.	Arabia (s)	Portland & A. S. Co.	Feb. 15, 8 a.m.
Shanghai and Portland, Or.	Arargenia (s)	Portland & A. S. Co.	Feb. 11, 11 o'clock

as follows:—  
Printed Matter and Samples at 10 a.m.  
Registration at 10 a.m.  
Registration, with late fee of 10 cents  
(up to 10.45 a.m.)

pan	S'hat and Portland, R.	Niomesia (a)	Portland & A. S. Co.	Mar. 23, Daylight
	S'tow, Amoy & Tamsui	Daijin Maru (s)	Osaka Shosen Kaisha.	Feb. 11, at 8 a.m.
	S'tow, Amoy & F'ching	...	Osaka Shosen Kaisha.	Feb. 9, at 8 a.m.
	S'tow, Amoy & Amoy	...	Osaka Shosen Kaisha.	Feb. 9, at 8 a.m.
left	S'tow, Amoy & Tamsui	...	Osaka Shosen Kaisha.	Feb. 18, at 8 a.m.
precit-	S'tow, Amoy & Tamsui	...	Osaka Shosen Kaisha.	Feb. 18, at 8 a.m.
	S'tow, Amoy, Foochow	...	Douglas Lapsack & Co.	Feb. 1, at 1 p.m.
11th	Tamsui, S' C, Tacoma	...	Butterfield & Swire.	...
	Victoria, B. O., Victoria	Hyades (s).	Dodwell & Co. Limited	...

Registration, ROWISON D.C., 17  
No late fee.  
Letters at 11 a.m.  
(Supplementary Mail on board up to  
time fixed for departure of the m  
Extra Postage 10 cents.)

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**MAILS BY THE UNITED STATES PACKE**

Victoria, B.C., Tacoma	Tremont (s)	Dodwell & Co. Limited	About Feb. 20.
Vancouver (B.C.), &c	Empress of India (s)	Canadian P'fic R. Co.	February 7.
Vancouver (B.C.), &c	Tartar (s)	Canadian P'fic R. Co.	February 21.
Vancouver (B.C.), &c	Empress of Japan (s)	Canadian P'fic R. Co.	March 7.

The United States Mail Packet **K** will be despatched on FRIDAY the 9th February, with Mails for Shanghai, Japan, Honolulu, San Francisco, United States, Canada, P. &c., which will be closed at following Printed Matter and Samples at 10 a.m. Registration at 10 a.m. Distribution with date fee of 10 a.m.

SHANK LIST.—QUOTATIONS				
February 6, 1906.				
Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations. Each.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	£ 125	all	\$298, sale
National Bank of China, Limited	99,925	£ 2	£ 58	London, \$96
				\$38, buyers.

Registration, with late fee of 10 c.  
to 10.45 a.m.  
Registration, Howloon B.O., 10 a.  
No late fee.  
Letters at 11 a.m.  
(Letters posted in all the Pillar B.  
in time for the first clearance will be  
closed in this contract mail.)

MARINE INSURANCES.				
Canton Insurance Office Co., Ltd.	10,000	250	50	\$325, buyers
China Traders' Insurance Co., Ltd.	24,000	93.33	31	\$31, sales & sellers
North-China Insurance Co., Ltd.	10,000	250	6	714, 921
Union Insurance Society, Ltd.	10,000	250	100	\$333, buyers
Tungtong Insurance Association, Ltd.	8,000	100	50	\$170
FIRE INSURANCES.				
Fata Fire Insurance Co., Ltd.	20,000	100	20	\$33, sales
Hongkong Fire Insurance Co., Ltd.	8,000	250	50	\$325, sellers

**MAILS BY THE BRITISH PACKET.**—  
The British Contract Packet *Arca*  
will be despatched on SATUR-  
day the 10th February, with Mails  
to the United Kingdom, the Contin-  
ent of Europe, and countries beyond,  
Brindisi; to the Straits Settlements,  
Netherlands India, Burmah, Ceylon,  
and the East Indies.

		DOCKS, ETC.					
from	H'kong & Whampoa Dock Co. Ed.	50,000	\$	50	all	\$165	saunders
from	Geo. Farwick & Co. Limited	18,000	\$	25	25	\$26	
left	New Amoy Dock Co., Ltd.	10,000	\$	64	64	\$244	
its on	S. C. Farman, Hoyd & Co. Ed.	55,700	Tls.	104	Tls	104	128
ected	STAMBOARDS, WUGS, ETC.						
	China and Manilla S. Co., Ltd.	30,000	\$	25	25	\$20	saunders & buyers

Aden, Egypt, Malta, and Gibraltar.  
Printed Matter and Samples at 10 a.m.  
Registration at 10 a.m.  
Registration, with late fee of 10 cents  
up to 10.45 a.m.  
Letters at 11 a.m.  
Late Letters 11 to 11.30 a.m. Extra  
Postage 10 cents.  
Supplementary Mail on board up to

[illegible]

time fixed for departure of the vessel.  
Extra Postage 10 cents.)  
(Letters posted in all the Pillar B  
in time for the first clearance will be  
cluded in this contract mail.  
The Parcel mail will closed at 11 a  
on Friday, the 9th Feb.

RAFFINERIES.							
China Sugar Company, Limited.....	20,000	100	all	\$212, sales			
Perak Sugar Company, Limited.....	7,000	100	all	\$25, buyers			
Penang Sugar Cultivation Co., Ltd.....	7,000	100	50 T	\$15, 70			
WHEAT.							
H.K. & Kow. Wheat & Godown Co.	30,000	50	all	\$108, sellers			
Shanghai and Hongkong Wheat Co.	30,000	100	100 T	\$100			
				\$125, 250			

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the outer Police Basin at Tsim Sha Tsui during the years 1887-8-9.

LAND AND BUILDING:					
Hongkong Land Investment and Agency Company, Limited.....	50,000	\$	100	100	\$120, sellers
Singapore Land Investment Co., Ltd.	52,000	Tls.	60	Tls. 60	Tls. 120
Kowloon Land and Building Company	8,000	\$	50	80	\$40, sales
Wah-see Land & Building Co., Ltd.	3,254	Tls.	25	Tls. 25	Tls. 12, buyers.
Hongkong Estate & Finance Co.	10,000	\$	10	at	\$13, sellers

the zero of the soundings in the Admiralty Charts which has been found to be 4 inches below mean sea level.

To obtain the depth of water on the gauge at the Victoria Naval Yard add 1 foot 4 inches, and on the gauge at Lawrie Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

Add 38 minutes 18 seconds to the

	West Point Building Co., Limited...	12,000	69	8	50	853, sellers
	TRAMWAYS.					
	HK High-Level Tramways Co., Ltd.	1,250	1	10	all	3210
	SHANGHAI.					
	Société Française des Charbons nages du Tonkin.	16,000	250	all	1	3400
	Kwab Ant. Gold Mining Co., Ltd.	200,000	1	13	19	941, sellers
	HONGKONG.					
b	Hongkong Hotel Company, Ltd.	12,000	6	all	all	3149

[illegible]

Astor House Hotel Ltd. (Tientsin)	2,000	£	11s.50	12s.50	13s. 135
Astor House Hotel Co., Ltd. (Shanghai)	30,000	£	25	25	3314
DISPENSARIES.					
A. S. Watson & Co., Limited	90,000	£	10	10	913, buyers
Watkins Limited	10,000	£	10	19	96, buyers
LIVESTOCK.					
NK. and China Gas Co., Limited	7,000	£	19	all	9175, buyers
Shanghai Gas Company, Ltd.	8,000	£	60	15s.50	13s. 1224, buyers
Shanghai Municipal Council	100,000	£	10	10	100,000

			h	m	sec.	h	m	sec.
Wed.	7	m	0	7	4.9	1	10	2
Thur.	8	m	0	8.5	4.6	1	53	a
Fri.	9	m	10	1	4.5	2	58	87
Sat.	10	m	9	2	4.8	2	35	5
Sun.	11	m	10	23	4.7	4	15	4
			10	48	4.8	3	17	a
			10	35	4.9	4	45	1
			10	30	4.7	6	46	1
			10	30	4.7	6	46	1
			10	30	4.7	6	46	1

Hongkong Landers Co., Ltd.	30,000	19	10	316, buyers
New Electric (China) Co., Ltd.		19	10	314, buyers
Green Island Cement Co., Ltd.	150,000	19	10	311, buyers
MICHELLEAUS,				
Sells Asbestos Eastern Agency, Ltd.	6,000	2	18/5	12/5, sellers
United Asbestos Oriental Agency, Ltd.	5,000 yards	10	4	9, sellers
Lim bed	100 tons	10	10	3180

		Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Wed.	18	m 11.35 a 5.4	m 6.47 a	
Thurs.	19	m 11.37 a 2.8	m 6.9	
Fri.	20	m 11.38 a 2.8	m 6.9	
Sat.	21	m 11.39 a 2.8	m 6.9	
Sun.	22	m 11.40 a 2.8	m 6.9	

Hk. Steam Watercot Co., Ltd.	16,000	10	10	10	112, rollers
Hongkong Dairy Farm Co.	25,000	74	8	8	115, rollers
Hongkong Ice Company, Limited	5,000	25	all	245,	bays
Shanghai Waterworks Co., Ltd.	1,200	2	2	120,	bays
H'kong Rope Manufacturing Co., Ltd.	10,000	10	all	1152,	bays
H'kong Spinning Co., Ltd.	125,000	10	10	1143,	bays
H'kong Cotton Spinning and Weaving Co., Ed.	90,000	50	110	50,	bays
International Cotton Manufactur-	10,000				

Barometer .....	30.22	30.27	30.28
Temperature .....	56	58	57
Humidity .....	84	77	77
Direction of Wind ...	NNW	N	N
Force .....	2	2	4
Weather .....	o	o	o
Rain .....	—	—	—

ing Co., Ltd.	8,000	110	110	110	110
Leong-Kung-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	110	110	110	110
Soy Chee Cotton Spinning Co., Ltd.	8,000	110	110	110	110
Singapore Provident Loan Mortgage Co., Ltd.	200,000	10	10	10	10
China Rubber Company, Ltd.	80,000	12	12	12	12
Campbell, Moore & Co., Limited	1,200	13	13	13	13
	12,000				

Highest open air temperature on the 4th .....  
Lowest open air temperature on the 4th .....  
F. G. Figg, First Assistant  
Hongkong Observatory, Feb. 5th, 1901

LOANS.	Amount.	Value.	Interest.	Condition.
Wm. Powell, Ltd.,	3,000	10	10	\$104, buyers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	1,800	53	53	350
South China Morning Post	6,000	25	25	220, sellers
GIGAR COMPANIES.				
Philippine Co., Ltd.	62,500	10	10	35, buyers
Ateliers Limités.	390	93	60	\$100, sellers

Frithjof, Katherine Parks, Sylva  
Sancheong, Nanshan, M. Struvo, Qu  
Elizabeth Rickmers, Itbaka, U.S.A.  
Seyard-Thelma.  
Cernopolitan.—Honam, Chihli.  
Aberdam.—Cape Corrientes.

Chinese Imperial 1886 with 187,200 Rs. 450 1/2 p. annual Par.  
VERNON and SWIFT Share-Brokers.  
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